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The China Mail

ESTABLISHED 1845

HONG KONG, FRIDAY, JANUARY 2, 1931.

PRICE \$3.00 Per Month

SIR WILLIAM PEEL IN NEW YEAR'S HONOURS

H.E. CREATED A K.C.M.G.

HONOUR FOR VICE-CHANCELLOR OF HONG KONG UNIVERSITY.

AMOY CONSUL DECORATED

The New Year's honours list, which has just been issued, includes four new Peers, five Baronetcies, three Privy Councillorships, 54 Knighthoods and many Orders of Merit. Prominent among the Honours is that of Knight Commander of the Order of St. Michael and St. George, which has been bestowed upon His Excellency the Governor (Sir William Peel, K.B.E., C.M.G.), whilst Mr. W. W. Hornell, C.I.E., Vice-Chancellor of Hong Kong University, becomes a Knight Bachelor. Vice-Admiral William Archibald Howard Kelly, C.B., is made a Knight Commander of the Bath, whilst Sir Charles Tegart, Commissioner of Police in India, becomes a Companion of the Star of India, a highly-prized decoration. An interesting feature of this year's honours is the conferment of a Knighthood on Mr. George Quinlan Roberts, C.B.E., M.A. (Oxon.), Secretary and Receiver of St. Thomas's Hospital since 1930, who, under the pseudonym of "Audax," donated £100,000 to King Edward's Hospital Fund in April, 1929, as a thank-offering for His Majesty's recovery from his illness.

The Honours List includes the following:—

Peers.

HINDLEY, Sir John Scott, Kt., cr. 1921; Cross of Chevalier of the Crown of Italy; Partner in firm of Stephenson, Clarke & Co.; Member of Coal Controller's Export Advisory Committee, 1917-18; Commercial Adviser Mines Department since 1918; Alderman Ward of Tower, 1924; (b. October 24, 1883; s. of late Rev. Wm. Talbot Hindley, M.A., of Eastbourne; M. 1909, Vera, er. d. of James Westoll, J.P., of Coniscliffe Hall, Darlington, Co. Durham; two d. Educ.: Weymouth College.

LAMB, Sir Ernest (Henry), Kt., cr. 1914; C.M.G., 1907; M.P. (L.) Rochester, 1906-1910, and 1910-18; b. Hornsea, E. Yorks, September 4, 1876; e.s. of late Benjamin Lamb and Eliza Lowry; m. 1913, Rosa Dorothea, y.d. of W. J. Hurst, J.P.; Drumaneess, Cr. Down; three s. three d. Educ.: Dulwich; Wycliffe—College, Stonehouse, Glos. J.P. Surrey; member of the City of London Corporation since 1908; Free Churchman; a Lay Representative to the Wesleyan Methodist Conference, and Treasurer of its Temperance and Social Welfare Department; sometime Chairman of the City of London Schools Committee; and of the City of London Police Committee.

PLENDER, Sir William, 1st Bt., cr. 1923; G.B.E., cr. 1918; Kt., cr. 1911; J.P.; Kent; Lieut. City of London; Knight of Grace, Order of St. John of Jerusalem in England; Order of Mercy; President, Institute of Chartered Accountants, 1910-12; b. August 20, 1861, e.s. of late William Pledger; m. 1891, Marian, Lady of Grace of St. John of Jerusalem, d. of late John Channon; no.c. Senior partner, Lelioite, Plender, Griffiths & Co., London, United States, Canada, Argentine, Mexico, Cuba; Brazil and South Africa; has been engaged on Government and public inquiries at home and abroad; served on Departmental Committees; acted for the Metropolitan Water Board on acquisition in 1903 of London Water Companies; advised the Government in connection with the Port of London Bill, 1908; President of Chartered Accountants' Students Society of London since 1909; Member of Royal Commission on Railways, 1912; Commissioner (unpaid) under the Welsh Church Act, 1914; Treasury Controller, Comptroller of Customs and Excise, 1914-18; Member of Trade, Derby, Committee, 1914; of Committee ap-

SILVER QUESTION AGAIN.

MEXICAN FINANCES STABILISED.

LOAN FROM AMERICA.

New York, Dec. 31. News from Mexico City states that the National City Bank of New York has granted the Mexican Government a credit of £3,000,000 for the purpose of stabilising exchange in Mexican currency, by the purchase of dollar drafts on New York guaranteed in gold. The loan is to be repaid within six months to two years.

A New Partner. Mr. Parker Gilbert, ex-Agent General on the Reparations commission, becomes a partner in the firm of Messrs. J. P. Morgan as from January 2.

More Banks Shut Down. Jackson, Miss., Dec. 31. Six banks with deposits totaling \$1,730,000 have closed in Mississippi. — Reuter's American Service.

Wisconsin, McGill, Birmingham, Edinburgh, Melbourne, Yale; Ph.D. Giessen; D.Sc. Dublin, Durham, Oxford, Liverpool, Toronto; D. Phys. Clark; awarded Rumford Medal, Royal Society, 1905; Copley Medal, 1922; Barnard Medal, 1910; Franklin Medal, 1924; Bressa Prize from Turin Academy of Science 1908; awarded Nobel Prize for Chemistry, 1908; President of Royal Society, 1925; President of British Association for Science, 1923; Macdonald Professor of Physics, McGill University, Montreal, 1898-1907; Langworthy Professor of Panel-Military Service (Civil Liabilities) Committee, 1916; and Director Phys. Laboratories, University of Manchester, 1907-19; Fellow of Trinity College since 1919.

BARONETS.

MAY, Sir George Ernest, K.B.E., cr. 1918; F.I.A.; Member of the Council of the Institute of Actuaries; Secretary to the Prudential Assurance Co.; b. 1871;

DEBENHAM, Ernest Ridley, Chairman and Managing Director of Debenham's, Ltd.; Director of Lloyds Bank and Royal Exchange Assurance Corporation; b. 1865; e.s. of late Frank Debenham; m. 1893, Cecily, d. of Right Hon. William Kenrick; three s. five d. Educ.: Marlborough; Trinity College, Cambridge.

BRADFORD, Sir John Rose, K.C.M.G., cr. 1911; C.B., 1915; C.B.E. 1919; M.D.; D.Sc.; Hon. M.D. Christiania; F.R.C.E.; F.R.S.; President of Royal College of Physicians since 1926; late Member of the Senate, University of London; Consulting Physician to the University College Hospital; late Holme Lecture on Clinical Medicine to the University College Hospital Medical School; Secretary of the late Royal Society, 1908-1915; late Senior Medical Adviser to the Colonial Office; Consulting Physician, B.E.F.; Hon. Major-General, A.M.S.; b. London, May 7, 1863; m. 1893, Mary, O.B.E., d. of late Thomas Foulkes Roberts, J.P. Educ.: University College School, College and Hospital. Formerly George Henry Lewes student and Grocer Research Scholar; served European War, 1914-18 (despatches, C.B., C.B.E.). Publications: papers on medical and scientific subjects.

GREGORY, Sir Richard (Arman), Kt., cr. 1919; Hon. D.Sc. (Leeds and Bristol), F.R.A.S., F.R. Met. Soc.; F. Inst. P., F.J.I.; Emeritus Professor of Astronomy, Queen's College, London; assistant editor of Nature, 1898-1919; editor since 1919; joint editor of The School World and of the Journal of Education, with which it was incorporated in 1918; b. Bristol, 29 Jan. 1864; s. of John Gregory; m. 1886, Kate Florence Dugan (née Pearson); d. 1926; one s. one d. Educ.: Queen Elizabeth's Hospital, Bristol; Roy. Coll. of Science, London. Assistant in Physical Laboratory, Clifton Col., 1882-93; student at the Royal College of Science, 1883-87; Science Demonstrator in J.M. Lockwood's workshop.

(Continued on Page 6)

RUTHERFORD, Sir Ernest, Kt., cr. 1914; O.M. 1925; F.R.S. 1903; Cavendish Professor of Experimental Physics and Director of Cavendish Laboratory, University of Cambridge, since 1919; Professor of Natural Philosophy, Royal Institution; b. Meisner, New Zealand, August 30, 1871; s. of James and Maria Rutherford, Taradale, N.Z.; m. 1900, Mary G. Newton; o. d. of Arthur and Mary Da Rény Newton, Christchurch, N.Z.; one d. Educ.: Nelson College; Canterbury College, Christchurch; New Zealand University; Cambridge University. M.A. degree with 1st class Honours in Mathematics and Physics, 1892; B.Sc. degrees, 1894 and 1895. Exhibition Science Scholarship, 1894; proceeded to Cambridge and entered Trinity College, and prosecuted research at Cavendish Laboratory. B.A. Research Fellow, 1896-1900; Member of Royal Commission on Railways, 1912; Commissioner (unpaid) under the Welsh Church Act, 1914; Treasury Controller, Comptroller of Customs and Excise, 1914-18; Member of Trade, Derby, Committee, 1914; of Committee ap-

AMY JOHNSON AGAIN.

ATTEMPTS SOLO FLIGHT TO CHINA.

DAILY MAIL ANNOUNCEMENT.

London, Dec. 31. The Daily Mail announced that Miss Amy Johnson has started a solo flight from England to Peking via Moscow.

Later. Miss Amy Johnson left Stag Lane aerodrome to say on a flight to Peking via Berlin, Warsaw, Moscow, and Odessa.

Only a score of people witnessed the start of Amy Johnson's flight. She took off in a red and white Gipsy-Moth, presented to her after her Australia flight. She was wearing a parachute.

In an interview, Miss Johnson said she had no idea how long it would take to reach China. She is not hurrying and doubted if she would get beyond Brussels to-day, owing to fog.

A Hazardous Trip. London, Yesterday. The Russian section of the flight

is likely to be most hazardous, as the cold there is most intense and the ground will perhaps be several feet deep in snow.

Miss Johnson is changing the wheels of her machine for skis at Moscow.

The Soviet Embassy told a Reuter representative that there were air-routes all over the country. If she succeeded in reaching the aerodromes she would be all right, but it is a most difficult and plucky flight to undertake.

Mrs. Johnson said her daughter had made no definite plans, and had no particular object in making the flight, except that she was keen to fly to China and establish another British air record. — Reuter.

Landing at Liege. Brussels, Yesterday. Miss Amy Johnson landed at Liege at 4.15 p.m. to-day. — Reuter.

STERILE STERLING.

GLOOMY OUTLOOK FOR BRITISH BUDGET.

London, Dec. 31. Treasury returns covering the nine months ending to-day show a deficit of £169,000,000 compared with £168,000,000 for the same period 10 years ago.

Mr. Snowden anticipated a net surplus for the full year (to December 31, 1931) of over £2,000,000.

Budget prospects therefore are not bright. — Reuter.

SIR H. McGOWAN.

NEW CHAIRMAN FOLLOWS LORD MELCHETT.

London, Yesterday.

Due to Lord Melchett's death Sir Harry McGowan has been elected chairman and managing director of the School World and of the Imperial Chemical Industries, and the Marquis of Basing has been elected president. — Reuter.

THE OPPORTUNIST.

"How much do you offer your wife?" asked the chairman of Southend Police Court.

Scotsman: Three shillings a week.

Chair: I did not hear your answer. How much?

Scotsman (promptly): Two shillings a week.

HOME MINING DISPUTE.

HOPES OF A FINAL SETTLEMENT.

THE NEW YEAR SPIRIT.

London, December 31. The miners' executive at Cardiff today when the meeting was adjourned until evening, in order to meet Government representatives from London.

Later. Strenuous efforts by the Government to reopen negotiations failed at a late hour. The Miners' Federation has instructed the members in South Wales not to work to-morrow.

A Ray of Hope. London, Yesterday. The coal stoppage in South Wales will certainly last three days, but a ray of hope lies in the fact that the miners and owners have agreed to call a meeting of the Conciliation Board to discuss a settlement on January 3. — Reuter.

CLOSURE ILLEGAL.

Since the Bank of Chiosen was the only so-called "capitalistic" financial organ, in the Russian Far East, all Japanese commercial, industrial, as well as the fishery enterprises conducted their financial transactions through the bank.

Japanese officials here insist the closure of the bank was strictly illegal, as the Soviet authorities had granted it full permission to operate. Owing to the fact that the bank extended ordinary banking and commercial facilities which were granted by the Soviet state institutions.

Witness recognised Li Sui-ping as the owner of the boat, and stated that he had met the son (second prisoner) aboard the ship. He also knew the third prisoner as a cook employed at the Tin Sang Tong shop.

Witness went on to detail how he met the first accused the day following the fire. Accused, he stated, appeared worried in his manner, and following a conversation, went to Mongkoktsui Police Station with him.

LEGION WOMEN.

CAPTAIN SAYS THEY ARE A NUISANCE.

At the resumed hearing this morning of the case in which three men stand charged with attempted arson at 77, Wing Lok Street, evidence in chief was taken from a foreman of a steamboat said to be owned by Li Sui-ping.

Witness recognised Li Sui-ping as the owner of the boat, and stated that he had met the son (second prisoner) aboard the ship. He also knew the third prisoner as a cook employed at the Tin Sang Tong shop.

Witness went on to detail how he met the first accused the day following the fire. Accused, he stated, appeared worried in his manner, and following a conversation, went to Mongkoktsui Police Station with him.

The depression has deepened and moved N. Eastward into the Sea of Japan.

The monsoon will set in again along the S. E. coast of China and remain moderate over the China Sea.

Local forecast: N.W. to N.E. winds—moderate, fine.

The following telegram was received from the Manila Observatory at 9 a.m. to-day:

Typhoon in about 142 degrees Long E. 09 degrees Lat N. moving W.

Cyclone or Typhoon W. of Yap moving W. or W.N.W.

With Nupen, Mitchell played out time and took the score to 280 without further loss. — Reuter.

Scores:

South Africa—First Innings.

L. J. Siedle, c Chapman, b White.....

B. Mitchell, not out.....

E. P. Nupen, not out.....

Extras.....

Total (for 1 wkt.)

Fall of the wickets: 1 for 260.

HEAVY FLOODS.

WIDESPREAD DAMAGE IN FRANCE AND BELGIUM.

Paris, Nov. 25.

The Seine is rising, and many people living on the banks in the outskirts have had to evacuate their houses.

The flooding is increasing in the low-lying quarters of Choisy.

The Seine is overflowing its banks at Argenteuil.

The former is a little to the south, and the latter a little to the north of Paris.

At Corbeil (more to the south), the river has overflowed, and some quarters in Viry and Châtillon are flooded, some streets being covered with water to a depth of 1 metre 50. Some 400 inhabitants have had to evacuate their houses. Some communes in Juvisy and Villeneuve-St. Georges are also partially flooded.

Termonde (Belgium), Nov. 26.

The floods from the Escal and Dendre rivers are covering the whole region. A hundred men are working night and day to fill up the breaches in the embankments of the Escal and Dendre by means of tens of thousands of bags of sand.

Namur (Belgium): A cyclone has visited the district of the Ardennes, causing a rise in the river Meuse, which is now 4 metres 50 above the normal level. The damage being considerate.

Amsterdam, Nov. 26.

The rise in the Meuse has caused grave inundations in the province of Limburg.

It is feared that the weir at Beers may not function soon,

and that part of the province of North Brabant may be inundated.

The Waal river has overflowed its banks in the region of Nijmegen.



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NEXT SAILINGS FROM HONG KONG

	For Shanghai	For Singapore & Japan	For Italy
S.S. MONCALIERI	Jan. 9	Jan. 24	Jan. 8
*S.S. PILSNA	Jan. 9	Jan. 24	
S.S. CARIGNANO	Jan. 2	Feb. 8	
S.S. "VENEZIA-L"	Jan. 30	Mar. 10	
*+S.S. "CRACOVIA"	Feb. 10	Feb. 22	

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SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.	Tuesday, 20th January.
SHINNO MARU	Tuesday,
ASAMA MARU	Wednesday, 4th February.
SEATTLE, VICTORIA via Shanghai & Japan Ports.	
HIYE MARU (Leave from Kobe) .. Wednesday,	21st January.
HIKAWA MARU	Thursday, 2nd February.
LONDON, MARSEILLES, ANTWERP, ROTTERDAM via Singapore, Penang, Colombo, Suez.	
HARUNA MARU	Saturday, 10th January.
KATORI MARU	Saturday, 24th January.
SYDNEY & MELBOURNE via Manila & Ports.	
KAMO MARU	Thursday, 22nd January.
KITANO MARU	Thursday, 19th February.
BOMBAY via Singapore, Penang, & Colombo.	
TANGO MARU	Sunday, 11th January.
+ TOTORI MARU	Tuesday, 27th January.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico & Panama.	
VINYO MARU	Sunday, 1st February.
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.	
KAWACHI MARU	Saturday, 21st February.
NEW YORK, BOSTON via Panama.	
TATSUNO MARU	Tuesday, 6th January.
LIVERPOOL via Port Said, Stamboul (Constantinople), Genoa.	
+ DURBAN MARU	Monday, 19th January.
CALCUTTA via Singapore, Penang & Rangoon.	
+ MURORAN MARU	Tuesday, 6th January.
+ AKITA MARU	Thursday, 15th January.
SHANGHAI, KOBE & YOKOHAMA.	
YASUKUNI MARU	Wednesday, 7th January.
BENGAL MARU	Thursday, 8th January.
KITANO MARU (Nagasaki direct)	Wednesday, 14th January.
HAKONE MARU	Friday, 23rd January.

*Cargo only.

For further information apply to: NIPPON YUSEN KAISHA.
Telephone 30291. (Private exchange to all departments.)

Donations and Subscriptions must now be sent to the Hon. Treasurer, Mrs. H. E.

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NAVAL TREATY.

A SIMPLE BUT HISTORIC CEREMONY.

The British Empire, the United States of America, and Japan—the world's three greatest naval Powers—took the final step in the reduction of their fleets when they deposited at the Foreign Office in mail week the sealed ratifications of the London Naval Pact which was signed in London on April 22 last.

It was a brief and simple ceremony, lasting less than thirty minutes, and took place in the historic Locarno Room of the Foreign Office.

Mr. Ramsay MacDonald sat at the head of the table, around which were seated the Foreign Secretary, Mr. Arthur Henderson, General Dawes, United States Ambassador, and Mr. Matsudaira, the Japanese Ambassador. The French and Italian Ambassadors, whose Governments did not sign the treaty, watched the ceremony, but took no part. The Dominions were represented by their Prime Ministers, with the exception of Ireland, which has not yet ratified the treaty.

Royal Signature.

The proceedings were opened by Mr. Ramsay MacDonald, who laid on the table the Empire's ratified form of the treaty bearing the King's signature, and then called upon the American and Japanese Ambassadors to deposit their own treaties ratified by their respective Parliaments.

The Empire's treaty was contained in a handsomely bound blue leather book embellished in gold. The text of the treaty was printed on vellum, and bore the solemn undertaking that "The King engages and promises his royal word" to give effect to the treaty. The King's signature appeared on each of the Dominion ratifications.

A declaration was signed by all those taking part in the ceremony that they had met together to deposit the ratification of the London Naval Pact. This declaration included the reservation of the United States Senate that the United States signed the treaty on the understanding that there were no secret documents which might modify its provisions.

Mr. MacDonald closed the proceedings, with a short speech, in which he expressed his gratification that the arduous negotiations in London last winter had ended in the ratification of the treaty by the British Empire, America, and Japan, and added: "I am still living in hope that before long the names of France and Italy will be associated with the treaty."

CONSIGNEES' NOTICES

Consignees of cargo ex. m.v. Peru are reminded to take delivery of their goods which will be subject to rent after January 6, 1931.

Consignees of cargo ex. s.s. Steel Trader are reminded to take delivery of their goods which will be subject to rent after January 6.

PASSENGER LIST.

ARRIVALS

Per s.s. Empress of Russia on December 30:-

Miss B. C. Powers, Mrs. H. C. B. Watson, Mr. G. Gentile, Mr. J. D. Humphreys, Mr. L. Nagel, Mr. K. Khanchand, Dr. Leo S. Huizinga, Mr. W. Hochstotl, Mrs. Sophie Sison, Capt. H. L. Black.

ARRIVALS OF SHIPS.

Tuesday, Dec. 30. An Lee, Chinese str., 992 tons, Capt. S. Sano, from Dairen, buoy No. C35.—Yee Tai Hong.

Apoey, British str., 1,667 tons, Captain C. W. Shearer, from Hongay, Hok Uen Anchorage.—Wo Fat Sing.

Foo Lee, Chinese str., 850 tons, Capt. K. Sano, from Tsingtao, buoy No. C14—Shun Tai Hong.

Kojun Maru, Japanese str., 1,305 tons, Capt. Y. Nishimoto, from Dairen, Yuumati Anchorage.—D.K.K.

Nankoh Maru, Japanese str., 2,950 tons, Capt. I. Yamamoto, from Saitko, buoy No. B26.—N.K.K.

Steel Trader, American str., 3,450 tons, Capt. F. Pickering, from Shanghai, Laichikok Anchorage—Bank Line.

Yuan Lee, Chinese str., 1,661 tons, Captain A. Krause, from Swatow, buoy No. B38.—Yuan Seng Fat.

Wednesday, Dec. 31. Burma Maru, Japanese str., 2,818 tons, Captain S. Shirai, from Moji, Kowloon Wharf.—O.S.K.

Canton Maru, Japanese str., 2,620 tons, Captain Y. Iwashi, from Swatow, O.S.K. Wharf.—O.S.K.

Chang Kiang, French str., 1,717 tons, Capt. L. J. Crutchot, from Holhaw, buoy No. A10.—Sing Kee & Co.

Chian Lee, Chinese, 1,850 tons, Capt. K. Ishii, from Swatow, buoy No. B16.—Ye Tai Hong.

Chinhua, British str., 1,853 tons, Capt. A. N. Taylor, from Wei-haiwei, buoy No. B37.—B. & S. Cremer, Dutch str., 2,784 tons, Capt. G. J. Harmsen, from Swatow, buoy No. A2.—J.C.J.L.

Dell Maru, Japanese str., 1,293 tons, Captain R. Sanada, from Canton, O.S.K. Pier.—O.S.K.

Hai Ning, British str., 832 tons, Captain A. H. Stewart, from Swatow, Douglas Wharf.—Douglas s.s. Co.

Hang Sang, British str., 1,356 tons, Captain A. D. Kelman, from Canton, buoy No. B32.—J. M. & Co.

Hydrogane, British str., 561 tons, Captain P. W. Grilerson, from Swatow, Chiou On Wharf.—Chiou On & Co.

Limchow, French str., 1,591 tons, Captain P. B. Morgan, from Canton, buoy No. C18.—Sing Kee & Co.

Lushan Maru, Japanese str., 1,507 tons, Capt. R. Nagayama, from Swatow, buoy No. A24.—N.Y.K.

Melville, Dollar, American str., 4,191 tons, Capt. O. Arnesen, from Amos, buoy No. A26.—Dollar S.S. Line.

Tetsuzan Maru, Japanese str., 1,240 tons, Capt. K. Murakami, from Holhaw, Yuumati Anchorage.—Wada Jimusho.

Tjikembang, Dutch str., 5,028 tons, Capt. P. Abbo, from Manila, buoy No. A4.—J.O.J.L.

WARSHIPS IN PORT.

The following British warships were in harbour to-day:

Berwick—West Wall Dock.

Bruce—No. 8 buoy.

Cornflower—In dock.

Herald—No. 6 buoy.

Iroquois—North wall.

Moth—South wall.

Marathon—East wall.

Madam—North wall.

Moorside—In dock.

Osiris—East wall.

Oswald—North arm.

Stormcloud—South wall.

Sophy—South wall.

Simpson—No. 6 buoy.

Sir Speedy—No. 17 buoy.

Tamar—Radio tower.

The Royal Sovereign—In dock.

Thames—Midshipman's Wharf.

Mindanao—American gunboat.

Gavion—French gunboat.

NEW SOMALI.

HAIN LINE'S ASSOCIATION WITH THE P. & O.

Indication of the close connection between the Hain Line and the P. and O., whose cargo services it is now covering, is shown by the nomenclature of the new ships of the fleet. The old Cornish names beginning with Tre seem to have been abandoned entirely, and traditional P. and O. names are now being given to the fast cargo ships of the combination. The latest is the Somali, which has just been launched by Harland and Wolff's Govan yard as an improvement on the B type, a fast cargo ship with Bauer Watch machinery, and gross tonnage of about 6,800 tons.

The previous Somali was, of course, a very well-known passenger ship on the P. and O. service, one of the S. type, built in 1901, a 14-knot ship of rather less than 7,000 tons, designed to carry both passengers and cargo on the various services. For her size and speed as she was a particularly useful and popular vessel, and was one of the ships which the P. and O. Line employed regularly on their trooping to India before the war, a service on which she was put directly war broke out. She did very useful work bringing the regular troops home from India and taking troops out to the Dardanelles. While she was out there in 1915, she was converted into a hospital ship, and after doing that work for some time was returned to the company to maintain its skeleton services, when so many of its big ships were taken up as auxiliary cruisers and troopers. At the end of the war she was trooping again, taking Americans out to Archangel, and, incidentally, nearly being destroyed by incendiary bombs. After another spell of service on the Eastern run she was employed trooping in the 1922-23 season, then laid up in the West Country, and towards the end of 1923 sold to be broken up in Denmark.

Wednesday, Dec. 31. The Sal Kong (or the West River) is the third largest river in the Chinese Republic and second only to the Yangtze in importance. This magnificent trade route was opened to foreign traffic in 1897, but how many foreigners travel on this important waterway? The scenery along the route is beautiful. We recommend it to any person who wishes to spend a short and economical holiday.

The S.S. "TAI MING" (649 tons—Capt. W. H. Lawton.)

JANUARY SAILINGS.

Hong Kong 5.30 p.m. Wuchow 2 p.m.

S.S. "TAI HING" (1,068 tons—Capt. Trotti.)

JANUARY SAILINGS.

Emp. of Japan 10 Jan. 12

Emp. of Canada Feb. 7 Feb. 9

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Passenger ... 2042

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S.S.	Tons.	From Hong Kong	Destination.
RANCHI	16,650	3rd Jan. Noon	Bombay, Marseilles & London.
*MIRZAPORE	6,715	6th Jan. 10 a.m.	Straits, Colombo & Bombay.
*JEYPORE	5,318	10th Jan.	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
KASHMIR	8,985	17th Jan.	Marseilles, London, Hull, Rotterdam & Antwerp.
COMORIN	15,132	31st Jan.	Bombay, Marseilles & London.
*PERIM	7,648	7th Feb.	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
KASHGAR	9,005	14th Feb.	Marseilles, London, Hull, Rotterdam & Antwerp.

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BRITISH INDIA-APCAR SAILINGS.

		1931.	
TILAWA	10,000	7th Jan.	Singapore, Penang & Calcutta.
TALAMBA	8,018	16th Jan.	Singapore, Penang & Calcutta.
TALMA	10,000	3rd Feb.	Singapore, Penang & Calcutta.

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EASTERN & AUSTRALIAN SAILINGS (South).

ST. ALBANS	1931	2nd Jan. 3 p.m.	Manila, Rabaul, Brisbane, Sydney & Melbourne.
NELLORE	6,853	31st Jan.	
TANDA	6,955	28th Feb.	

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The P. & O. Branch Service of steamers to London via Suez.
The New Zealand Shipping Company's steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

	1931.		
COMORIN	15,182	3rd Jan. Daylight	Shanghai, Kobe & Yokohama.
*KIDDERPORE	5,334	6th Jan. Daylight	Shanghai, Moji & Kobe.
NELLORE	6,853	6th Jan.	Shanghai, Moji, Kobe, Osaka & Y'hama.
TALMA	10,000	12th Jan.	Amoy, Shih, Moji, Kobe & Osaka.
KASHGAR	9,005	17th Jan.	Shanghai, Moji, Kobe & Yokohama.
KARA	9,135	25th Jan.	Shanghai, Moji, Kobe & Yokohama.
MALVA	10,930	31st Jan.	Shanghai, Moji, Kobe & Y'hama.
TANDA	6,955	6th Feb.	Shanghai, Moji, Kobe, Osaka & Y'hama.
KHYBER	9,114	14th Feb.	Shanghai, Moji, Kobe & Yokohama.
*SOMALI	16,610	20th Feb.	Shanghai, Moji, Kobe & Yokohama.
RAWALPINDI	16,610	28th Feb.	Shanghai, Moji, Kobe & Yokohama.
ST. ALBANS	4,500	6th Mar.	Shanghai, Moji, Kobe, Osaka & Y'hama.

*Cargo only.

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Kow. April 1, 1924.

ROUND THE CINEMAS

"THE NEW MOVIE TONE FOLLIES OF 1931."

COMING ON SUNDAY.

Popularity has its drawbacks, especially if you are a handsome young bachelor, according to the experience of William Collier, Jr., leading man in "The New Movie Tone Follies of 1930," coming to the Queen's Theatre on Sunday.

"Buster" Collier has been reported engaged, at least fifty times and always to a different girl. Being gentleman, he has never made a flat denial. Whenever newspaper people have asked him about his plans to marry some one, or others, he has politely referred them to the young lady in the case and let her do the denying. Collier has always taken his reported engagements in good temper. Recently, he was reported engaged to an actress he had met only once in his life and old enough to be his mother.

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Wm. Collier, Jr., when asked about the report, laughed and said: "Oh no, you heard wrong. It's me she's going to marry," ending the lady's efforts to gain publicity by coupling her name with the popular young Collier's.

Others in "The New Movie Tone Follies of 1930" cast include El Brendel, Marjorie White, Frank Richardson, Noel Francis and Miriam Seeger. Benjamin Stoloff directed the production.

"HONEY."

"Honey," which started its run at the Central Theatre yesterday, is a sweet show. Miss Nancy Carroll, the darling of America's movie fandom, is the star. She is even sweeter than she was in "Sweetie" if that can be imagined. The reason is that "Sweetie" showed her to have moments of obstinacy, whereas "Honey" shows her as a completely desirable character who is at all times lovable.

"Honey" scored mightily with the fans at the Central Theatre yesterday. It affords fascinating entertainment every moment. The comedy tempo is fast and riotous. The song sequences are exceptionally pleasing to the eye and ear.

The show, a musical romance with a negligible amount of dancing, is based on the famous stage hit, "Come Out of the Kitchen." Miss Carroll is the daughter of a poverty-stricken Virginia family who is forced to lease her parental mansion to Jobyna Ralston, a wealthy widow from the East, in order to gain money to pay off the mortgage.

When the widow moves into the mansion with her daughter, Lillian Roth, her chosen prospective son-in-law, Stanley Smith, and her detective guardian, Harry Green, there is a shortage of servants and Nancy and her brother, Skeets Gallagher, are forced to assume the roles of cook and butler respectively.

A series of hilarious comedy episodes result from this situation. Of course Stanley Smith falls in love with Nancy, even though he is unaware that she is a high-born Virginian and not really a kitchen maid.

With the exception of Miss Carroll and Smith, who, of course, are the romantic leads, every character in the cast is a genius of comedy and the picture is filled with their laugh-packed antics. Zasu Pitts is as usual a scream in the role of a dolorous housemaid, and little Mitzi Green, nine-year-old sensation, is exquisitely funny as the prying and preening Doris.

The pretty love-theme finishes satisfactorily. "In My Little Hope Chest" is the leading song of the show. Miss Carroll and Smith sing it charmingly. Another smashing success is "Sing Sinners," a Negro jubilee song.

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able in advance.]

Published by
The Newswinner Enterprise, Ltd.,
Printers & Publishers,
No. 3A, WYNDHAM STREET,
HONG KONG.

TELEPHONES

Business Office: 20022.
Editorial Department: 24641.
Cable Address: Mail, Hong Kong.

All communications should be
addressed to the Newswinner En-
terprise, Ltd., to whom all remit-
tances should be made payable.

London Offices: S. H. Bywaters
& Co., Ltd., 36-38, Southampton
Street, Strand, W.C.2.

Hong Kong, Friday, Jan. 2, 1931.

NEW YEAR HONOURS.

This Colony has fared unusually well in the list of New Year Honours. All those singled out for a mark of Royal favour will be whole-heartedly congratulated by all sections of the community, for the Colony as a whole has likewise been honoured.

His Excellency the Governor receives promotion in the Most Distinguished Order of St. Michael and St. George, notwithstanding his previous rank of the Knight of the Order of the British Empire conferred on him for distinguished services in British Malaya. The additional honour now conferred upon His Excellency may perhaps savour of the automatic routine affecting the appointment of Governors to the Crown Colonies; but that need not detract one iota from the congratulations that are undoubtedly his. Since his advent to the Colony from the position of Chief Secretary to the Government of the Federated Malay States, he has given evidence of a willingness to view every local problem—and these have been many—from every possible angle. Where there has been criticism of any of his announcements or decisions, that has been very far removed from the realm of the personal, it being fully recognised that he would be the first to solicit personal opinions in the wider interests of the whole Colony. May His Excellency and Lady Peel be spared in health and happiness to enjoy their sojourn amongst us—the first generation and the first lady in the Colony.

The similar, though military, honour conferred upon Sergeant-Major William Harold Edmonds is one that will be appreciated by the whole of the South China Command, whilst both Police and Civilian circles will sincerely congratulate Mr. Walter Kent on receiving the King's Police Medal to mark his impending retirement from a force with which he has had a very long and honourable connection.

News in Brief.

On Wednesday afternoon Mr. R. E. Mindell opened an inquiry into the circumstances attending the death of Traffic Lance-Sergeant John James Post of the Police who succumbed at the Government Civil Hospital to severe injury received in a motor cycle accident in Lower Albert Road on the afternoon of Christmas Day.

The dinner-dance carnival of Hotel Cecil, which held its first New Year's Eve function of this kind, was attended to the extreme capacity of the floor. The ballroom exhibition dances from the C-Dancing Academy were largely applauded. An excellent menu was served while the music was done much enjoyed. Immediately after the trailer fire, an ellipse was formed to sing the "Auto Lang Lang," the many-coloured hats and masks and the bunting all proved fun till down.

BACON'S DOMESTIC AFFAIRS.

Turk's Ultimatum to Poland.

INTERESTING PAPERS.

A number of documents of great human and historical interest have come to light, following the recent decision of the Earl of Verulam to deposit the Gorhambury papers with the Hertfordshire County Council.

Many of these deal with Francis Bacon, one-time owner of Gorhambury. They reveal many interesting and hitherto unknown facts concerning his domestic affairs, the keen interest which he took in his estate, and the chaotic condition of his property at the time of his death. They include the deed conveying Gorhambury to Bacon, his marriage agreement, and—perhaps the most interesting document in the entire collection—a copy of his will. This begins in poetic style: "First I bequeath my tomb and Body into the hands of God by the Blessed oblation of my fantom."

But the value of his subsequent bequests is considerably discounted by the fact that they are followed in this copy by a full account of a stormy meeting of creditors held soon after his death. The details given here will be invaluable to scholars and historians in passing judgment on Bacon's honesty and business capacity. The claims entered vary from sums of £1,000 to £20 on account with the local "butter-woman," and the sum of sixpence owing to an individual, whose name has unfortunately been obliterated by the passage of time.

Bloodthirsty Turk.

No less important are the other miscellaneous documents, letters, and deeds, which go to form the Verulam Collection. One of these is a contemporary translation of an ultimatum sent some time in the seventeenth century by the "Turk" Emperor of Asia and the East to the King of Poland. The Note begins in the approved diplomatic style: "We greet thee and do let thee know by this our letter of Embassie that we offer mercie and safety to thy Country and Person."

Soon, however, the Emperor desists to blunt threats: "If our imperial salutation inferior to none bee not sufficient to winne thee to subjection and to acknowledge us to be arch-commander of these lands, provinces, territories, fortres, and castells, then must our Turks enter the kingdome to the meare depopulation and disappearance thereof—and turne the Polish castells upside-down—for we intend to throw Sulphur and balls of fier." There follows a glowingly imaginative description of the victorious Turk, while as to the Poles, "their wounded bodies weltering in pools of purple blood shall serve as festivalls for our wolves to feed upon."

Interesting particulars are given in the account of the musterings of Oliver Cromwell's army at St. Albans. The Mayor apparently did not believe in half-measures, and so "put on his sword," saying: "I have not worpe a sworde these 20 years; but now I doo it to encoura ge ye people to fight against yo' Kinge!" All the citizens of St. Albans were not, however, so loyal to Cromwell; for we read that "Mr. Ivory a poore man, for sayng 'God bless King Charles was sent to prison.'

Wholesale slaughter by brigands is not the only means whereby the population of China is being steadily decimated, while its rulers' representatives at Geneva talk glibly of vaccination pour epater le bourgeois europeen.

A vast toll of human life is being taken, and much misery endured, because of the famine conditions, wholly preventable, which exist and persist in several Provinces.

These things, the true causes of China's pitiful state, are seldom mentioned in polite circles at Geneva, certainly never in the presence of the Chinese delegates. Nevertheless, they are the basic facts of the situation, the fundamental causes of a vast amount of human suffering and until the collective humanity of the world faces them, all the League's solemn talk of introducing scientific hygiene for the benefit of the Chinese masses is sheer claptrap.

The departing consul general was feted by the Chinese Chamber of Commerce last Saturday noon at the Cosmos Club. A silver loving cup was presented him as a token of appreciation for the services he has rendered the Chinese community in Manila and in the Philippines as a whole.

Consul-General Kwong will arrive on January 1, 1931, the day before the departing consul general. H. K. Kwong leaves for China to take his post as counsellor to the ministry of foreign affairs to the Chinese government at Nanking, according to K. Y. Mok, deputy Chinese consul.

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Consul-General Kwong will report to the Chinese people in China the conditions of the Chinese here and how they are establishing friendship with the Filipinos and Americans. He lauded the progressive body of Chinese in Manila who guide the commercial success of the Chinese merchants—Manila Bulletin.

Identified themselves, the refused to disclose the names of the duellists, who had succeeded in escaping. Two score of students unable to prove their identity were taken to the police headquarters.

TRUE CHINESE SITUATION.

League of Nations
"Flapdoodle."

SLAUGHTER AND PILLAGE.

To the average Briton, the mentality displayed by the League of Nations passes all understanding, writes a *Morning Post* special correspondent.

How comes it (to take one example) that the Council of the League allows (nay, encourages) the politicians of Nanking to use Geneva as a platform for their deliberately misleading propaganda? Can it be that, among the multitude of pundits and experts who throng the marble halls of the Peace Palace, there is none with sufficient knowledge or courage to tell the Council that its august leg is being pulled, none to say that it should refuse to give its blessing and publicity to such fantastic schemes as "the great health campaign" being undertaken by Chinese officials in close consultation with the League Health Organisation?" (vide League Press correspondents, October 1). Will no one warn the guileless enthusiasts who direct this branch of the League's activities against allowing themselves to become a sounding-board for the benefit of an extremely astute but untrustworthy group of Oriental politicians?

If the actual condition of the Chinese people were not so tragic, there might be something grimly humorous in the announcement by Geneva of China's determination to embark upon a campaign of mass vaccination and inoculation against smallpox and malaria at Shanghai. There might also be matter for innocent merriment that the League has evidently discovered nothing peculiar, no ulterior motive unconnected with hygiene, in the fact that Nanking has elected to start this campaign around and about the "Model Settlement" where for years past all the latest discoveries of medical science, including a Pasteur Institute, have been freely offered to the Chinese population.

A Grim Coincidence.

By a grim coincidence, on the same day that Geneva broadcast its latest expression of appreciation of the Kuomintang's progressive activities, there appeared in the Press brief cabled accounts of the massacre of some 8,000 wretched inhabitants of a town besieged and captured by brigands, in the province of Kansu.

To such appalling conditions of pillage and slaughter has China been brought during the last decade of "Nationalist" misrule, that events such as this have almost ceased to attract attention—they certainly evoke no signs of indignation—either in China or abroad. Yet even the "highest brows" in Geneva must perceive that when a Government which has allowed such conditions to become chronic invites the civilised world to co-operate with it in instituting an anti-malaria campaign, it is either lacking in intelligence or good faith.

Wholesale slaughter by brigands is not the only means whereby the population of China is being steadily decimated, while its rulers' representatives at Geneva talk glibly of vaccination pour epater le bourgeois europeen.

A vast toll of human life is being taken, and much misery endured, because of the famine conditions, wholly preventable, which exist and persist in several Provinces.

These things, the true causes of China's pitiful state, are seldom mentioned in polite circles at Geneva, certainly never in the presence of the Chinese delegates. Nevertheless, they are the basic facts of the situation, the fundamental causes of a vast amount of human suffering and until the collective humanity of the world faces them, all the League's solemn talk of introducing scientific hygiene for the benefit of the Chinese masses is sheer claptrap.

Philippines: Manila, Dec. 22.

K. H. Kwong, the new Chinese consul, will arrive on January 1, 1931, the day before the departing consul general. H. K. Kwong leaves for China to take his post as counsellor to the ministry of foreign affairs to the Chinese government at Nanking, according to K. Y. Mok, deputy Chinese consul.

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Berlin, Nov. 26.

The efforts of the authorities to stamp out duelling led on Wednesday to a raid on the ballroom used for duelling purposes where several duels were in progress before an audience of six hundred students. The building was surrounded and hermetically sealed, and the surprised students submitted meekly to the police officers, who identified themselves, but refused to disclose the names of the duellists, who had succeeded in escaping.

Two score of students unable to prove their identity were taken to the police headquarters.

NEW YEAR'S HONOURS.

(Continued from Page 1.)

School, Portsmouth, 1888; Computer to Solar Physics Committee, and Assistant to Sir Norman Lockyer, 1889-1893; Oxford University Extension Lecturer, 1890-93; Secretary of Educational Science Section of the British Association, 1901-8; President, 1922; member of Council and Chairman of the Executive Committee, British Science Guild; President of the Decimal Association; President of the Portsmouth Literary and Philosophical Society, 1922-24.

ROBERTS, George Quinton, C.B.E.: M.A. Oxon; Secretary and Receiver St. Thomas' Hospital since 1903; b. Hobart, Tasmania, Feb. 1860; m. Mary Louise, d. of Henry Waters of Chisell Grange; one s. Educ.; The Hutchins School Hobart; Hartford College, Oxford. Rowed in the Oxford Eight, 1883; rowed in the Hertford College Eight to the Head of the River, 1881, and won many races, including the Varsity Sculls and the Goblets at Henley; went to the London Hospital as Secretary, 1888; House Governor, 1891. Publications: Short History of St. Thomas' Hospital; several papers on the position of the Voluntary Hospitals.

TEGART, Sir Charles Augustus, K.C.B., 1926; C.I.E. 1917; M.V.O. 1912; Indian Police; a of late Rev. J. P. Tegart, Dunboyne, Co. Meath; m. Kathleen Frances, d. of Rev. J. L. Herbert of Dunsfold, Llandrindod Wells, Educ.; Portora Royal School, Enniskillen; Trinity College, Dublin. Joined Indian Police, 1901; King's Police Medal, 1911.

[Two bombs were thrown at a car in which Sir Charles Tegart, the Police Commissioner, was driving to his office in Calcutta, on August 25 last year. They exploded on the roadway and fragments wounded the driver and damaged the car. Sir Charles Tegart was unhurt but one of the assailants was hit by the fragments and it is believed was mortally injured.]

Knights.

The fifty-four Knighthoods created include—

ANGELL, Norman; author and lecturer; b 26 Dec. 1874; s. of late Thomas Angell Lane, J.P., Mansion House, Holbeach. Educ.: privately; Lycee de St. Omer, France. Youth passed in Western States of America, first ranching and prospecting, and later in newspaper work; returned to Europe, 1898, as correspondent various American newspapers; Editor Galigani's Messenger, 1899-1903; staff of Eclair, Paris, 1903-5; General Manager Paris Daily Mail, 1905-14; frequent contributor American press and lecturer in American Universities. Publications

NEW YEAR'S HONOURS.

(Continued from Page 6.)

McEWEN, John H., M.A., F.R.A.M.: Principal of Royal Academy of Music since 1924; b. Hawick, Educ.: Royal Academy of Music; Was Professor of pianoforte, harmony, and composition, Glasgow; Professor of harmony and composition, Royal Academy of Music, 1898-1924.

ROTHENSTEIN, William, M.A., Hon. A.R.C.A.: Principal, Royal College of Art, S. Kensington, since 1920; Professor of Civil Art, Sheffield University, 1917-26; b. Bradford, Yorks, 1872; s. of M. Rothenstein; m. 1899, Alice Mary, e. c. of Walter John Knewstub of Chelsea; two s., two d. Educ.: Bradford Grammar School. Came to London, 1888; worked under Legros at Slade School, and afterwards in Paris, where first exhibited; came to Oxford, 1893, and drew portraits. Pictures and portraits: Tate Gallery; British Museum, Victoria and Albert Museum; St. John's College, Cambridge; Christ Church and Trinity College, Oxford; Eton and Winchester Colleges; St. Paul's School, Repton School. **SEXTON, James**, C.B.E. 1917; C.C. J.P.; M.P. (Lab.) St. Helens since Dec. 1918; General Secretary National Union Dock Labourers, 1890; National Supervisor Dock Section Transport and General Labourers; b. Newcastle, 1856; removed to St. Helens when six months old; parents Irish; m. 1882; no c. Educ.: Low House School, St. Helens. Started work half-timer Pilkington's Works, St. Helens; went to act at 18; President Trades Union Congress 1905; Member of Parliamentary Committee, 1900-23; General Council of Trade Union Congress since 1923. Publications: contributed to Seamen's Gazette and Clarion; serial stories.

NAEF, Conrad James, C.B. 1923; C.B.E. 1918; Accountant-General of the Navy since 1921; b. 28 July 1871; s. of Conrad Naeff, Hauses am Albis, Switzerland. Educ.: City of London School; Merton College, Oxford. Entered the Department of the Accountant-General of the Navy, 1895; Superintending Clerk, 1898; Assistant Account-General, 1904; Deputy Accountant-General, 1906-21.

YOUNG, Robert, O.B.E. 1917; M.P. (Lab) Newton, Lancashire, since 1918; b. 26 Jan. 1872; working-class parents; m. 1910; two s. one d. Educ.: Elementary Schools; Ruskin College, Oxford. In stationer's shop for 4½ years; worked in locomotive engineer's as apprentice and journeyman, 1888-1902; Ruskin College, 1903-5, as A.S.E. Student and College Lecturer to Trade Unions and Co-op. Societies on Higher Education for Working-men; Assistant General Secretary A.S.E., 1908-15; General Secretary, 1913-19; Chairman of Ways and Means, 1924.

Privy Councillors.

PERLEY, Hon. Sir. George Halsey, K.C.M.G. cr. 1916; High Commissioner for Canada, 1914-22; b. Lebanon, N.H. 12 Sep. 1857; m. 1st, 1884, Annie Hespeler (d. 1910), d. of W. H. Bowby, K.C.; 2nd, 1913, Emily Colby d. of Hon. Thomas White. Educ.: Ottawa Grammar School; Harvard, M.P., county of Argenteuil, 1904, 1908, 1911, and since 1925; Member of the Canadian Government, 1911-17. Recreations: golfing and fishing.

KENNEDY, Thomas, General Secretary, Social Democratic Federation; M.P. (Lab.) Kirkcaldy, 1921-22, and since 1923; Deputy Chief Whip of Labour Party since 1925; b. 1876; m. 1919, Annie, d. of G. S. Michie of Aberdeen, Scottish Labour Whp., 1921-22 and 1923-25; a Lord Commissioner of the Treasury, 1924.

MORRISON, Herbert Stanley, M.P. (Lab.) S. Hackney, 1923-24; Member L.C.C. E. Woolwich, and leader of L.C.C. Labour Party; J.P. County of London; Secretary to the London Labour Party; b. 3 Jan. 1888; s. of Henry and Priscilla Morrison; m. 1919, Margaret Kent; one d. Educ.: Elementary School, Errand boy; shop assistant; telephone operator; deputy newspaper circulation manager; Mayor of Hackney, 1920-21.

Orders of Merit.

MADDEN, Admiral of the Fleet Sir Charles (Edward); 1st Lt., cr. 1919; G.C.B., cr. 1919; G.C.V.O., cr. 1920; K.C.B., cr. 1916; K.C.M.G., cr. 1916; C.V.O., 1907; s. of the late Capt. J. W. Madden, R. Sussex Regiment; m. 1905, Constance Winifred, 3rd d. of Sir Charles Cayzer, 1st Lt.; two s. four d. Fourth Sea Lord of the Admiralty, 1910-11; Rear-Admiral in the Home Fleet 1911-12; Rear-Admiral com-

manding 3rd and 2nd Cruiser Squadrons in the Home Fleet, 1912-14; Vice-Admiral, 1916; Admiral of the Fleet, 1924; served Battle of Jutland, Bank 1916 (despatches); Chief of Staff to Admiral Commanding in Chief, 1914-16; 2nd in command Grand Fleet, 1917; First and Principal Naval A.D.C. to H.M., 1922-24; Commander-in-Chief Atlantic Fleet, 1919-22; Grand Officer Legion of Honour; Russian Order of St. Anne, 1st Class; Japanese Order of Rising Sun, 1st Class; Italian Order of Savoy, 2nd Class; Grand Officer of Leopold (Belgium); Croix de Guerre (French) with Palm; 1st Class Striped Tiger, China. Heir: Charles Edward, b. 1906.

STEER, P. Wilson, artist; a member of the New English Art Club; b. Birkenhead, 1880. Educ.: The Ecole des Beaux Arts, Paris; pupil of Cabanel. Honorary member of Liverpool Academy of Arts; represented in Uffizi Gallery, Florence, by auto-portrait; also in British Museum and Tate Gallery, London; Corporation Art Gallery, Bradford; Manchester City Art Gallery; Aberdeen Art Gallery; Johannesburg Art Gallery, The Metropolitan Museum, New York; The Municipal Gallery of Modern Art, Dublin; Welsh National Museum at Cardiff; The National Art Gallery of Victoria at Melbourne, and Gallery at Perth, Western Australia.

Companions of Honour.

SWANWICK, Helena, Maria, M.A.; Editor Foreign Affairs; British nationality; first editor of The Common Cause; b. Munich, 1864; o. d. of Oswald and Eleanor Sickert; m. 1888, F. T. Swanwick, M.A. Educ.: Notting Hill High School; Girton College, Cambridge. Moral Sciences Tripos, 1886; Dublin ad eundem degree; contributor to Manchester Guardian and other papers; social and domestic work in Manchester, 1888-1909; Member of the Executive, Union of Democratic Control and First President Women's International League (British Section); British Substitute-Delegate to the Fifth Assembly of the League of Nations, 1924; speaker and lecturer. Publications: The Small Town Garden; The Future of the Women's Movement; Some Points of English Law; Women in the Socialist State; Builders of Peace.

WALKER, Jane, Harriett, L.R.C.P.L., M.D. Brux; J.P. County of Suffolk; Medical Superintendent, East Anglian Sanatorium, Nayland; b. 24 October, 1859; d. of John Walker, blanket manufacturer, Dewsbury, Yorkshire. Educ.: Southport; London School of Medicine for Women; Vienna, etc. In general practice till

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NO DINNER DANCE
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GRILL ROOM DINNER—will be served to Guests of the St. George's Society in the TEA LOUNGE on the FIRST FLOOR.

\$5.00 per Person.

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K.C.M.G.

PEEL, William, C.M.G. 1926; Governor of Hong Kong b. February, 27, 1875, s. of late Rev. W. E. Peel, Boston Spa, Yorks; m. 1911, Violet Mary Drake, d. of late W. D. Laing; two s. Educ.: Silicate School, Queen's College, Cambridge (11th Wrangler, 1896); Cadet, Malayan Civil Service, 1897; President, Municipal Commissioners, Penang, 1911; President, Municipal Commissioners, Singapore 1918; Joint Passage Controller, Malaya, 1919; Food Controller, 1919; Controller of Labour, 1920; British Adviser to the Government of Kedah, 1922; Resident Councillor, Penang, 1924; Chief Secretary to F.M.S. Govt., 1926. HILL, Arthur, William, C.M.G. 1926; F.R.S.; M.A., Sc.D., F.L.S.; Director of the Royal Botanic Gardens, Kew, since 1922; Assistant Director, 1907-23; b. October 11, 1876, s. of late D. Hill, Herne, Watford; Educ.: Marlborough, King's College, Cambridge; 1st class Natural Sciences Tripos, Pt. I, 1897; Pt. II, 1898; Senior Demonstrator, 1899; University Lecturer, in Botany, 1905.

(Continued on Page 28.)

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Sport Columns

SAYER HITS BRIGHT CENTURY.

Club in Impregnable Position Against Navy.

TRIANGULAR TOURNAMENT.

[At the close of the first day's play between the Hong Kong Cricket Club and the Royal Navy, the Navy are 226 runs behind with only one wicket in hand.]

Taking first use of a good wicket the Club received a good start from Sayer and Pearce, who added 67 for the first wicket before the latter offered a chance off Putman. "Tam" Pearce had five 4's included in his knock of 31 runs. 67-1-31.

With Sayer and Duckitt together the second wicket partnership realised 107 runs. Duckitt's share being 39. He batted with delightful freedom at times and scored five fours.

Mitchell helped Sayer to add 87 runs for the third wicket before falling to a catch off Glas for 38 runs which included a six and four 4's.

Only 33 runs had been added for the fourth wicket when Sayer was clean bowled for an invaluable knock of 160 runs. He played a typical innings of his former days and remained at the wickets while 294 runs were scored. In his brilliant century he hit four sixes, twenty four 4's five 2's and thirty singles.

Owen Hughes and Armstrong remained together until the closure was applied, the former scoring 53, reaching the boundary on nine occasions and hitting a six, and the latter 19.

Excellent bowling by Sayer, Beck and Owen Hughes was largely responsible for the partial collapse of the Naval batting, and their imminent danger of an innings defeat. Sub-Lt. Moseley, in scoring 28, hit a six and four 4's.

Reid has captured one wicket for 28 runs, Sayer, 3 for 20, Beck for 16, and Owen Hughes 3 for 33. The match will be continued to-morrow.

Score:—

Hong Kong C.C.

G. R. Sayer, b Glass	160
T. E. Pearce, c Nash, b Putman	31
E. J. R. Mitchell, c Edwards, b	39
Glass	38
H. Owen Hughes, not out	63
H. J. Armstrong, not out	19
Extras	16

Total (for 4 wkts., dec.) 356
J. P. Witham, A. C. Beck, A. C. I.
Bowker, Smith and A. Reid did not bat.

Fall of the wickets: 1 for 67; 2 for 174; 3 for 261; 4 for 294.

BOWLING ANALYSIS.

O. M. R. W.	
Jowitt	20 1 122 0
Moseley	2 0 21 9
Baker	12 1 65 1
Edwards	4.5 0 32 1
Glass	15 0 73 2
Edward	3 0 30 0

Royal Navy.

A. B. Nash, c Duckitt, b Beck	10
Lt.-Comdr. Squance, c Smith, b	25
Sayer	25
Mid.-Jeffries, c Armstrong, b	8
Owen Hughes	0
Mid.-Jowitt, b Reid	16
Lt.-Comdr. Brunton, c Witham, b	16
Owen Hughes	2
A. B. Baker, b Beck	7
Sub-Lt. Edwards, not out	22
Sub-Lt. Edwards, lbw, b Sayer	23
Ldg. Sig. Putman, st. Pearce, b	0
Mid. Barrett, not out	0
Extras	12

Total (for 9 wkts.) 130
Fall of the wickets: 1 for 37; 2 for 37; 3 for 45; 4 for 50; 5 for 52; 6 for 66; 7 for 73; 8 for 180; 9 for 180.

PEREIRA SCORES 74 AT
I.R.C.

TEED MATCH.

In an inter-Club fixture at the Indian R.C., Mr. A. H. Madar's XI. tied with a team captained by Mr. A. S. Suffield, each side scoring 147 runs. Battling soundly, S. A. Ismail made 47 for Madar's XI, whilst A. K. Minu collected 30. Bowling honours went to A. K. Ismail who captured four wickets for seven runs apiece.

For Suffield's team, after A. H. Rumjahn had made 32 in a patient innings, Pereira opened out in a typically stout-hearted manner and quickly scored 74 runs. The latter's knock pulled the game round for his side. The wickets were shared by A. B. Minu and A. R. Arculli for 30 and 49 runs respectively.

Score:—

A. H. Madar's XI.

A. R. Arculli, b Pereira	9
A. S. Ismail, b A. K. Ismail	47
H. Madar, b Pereira	4
A. R. H. Esquill, lbw, b Arculli	9
A. K. Minu, b Mohamed, b A. S. Ismail	30
Suffield, c A. R. Minu	49

Score:—

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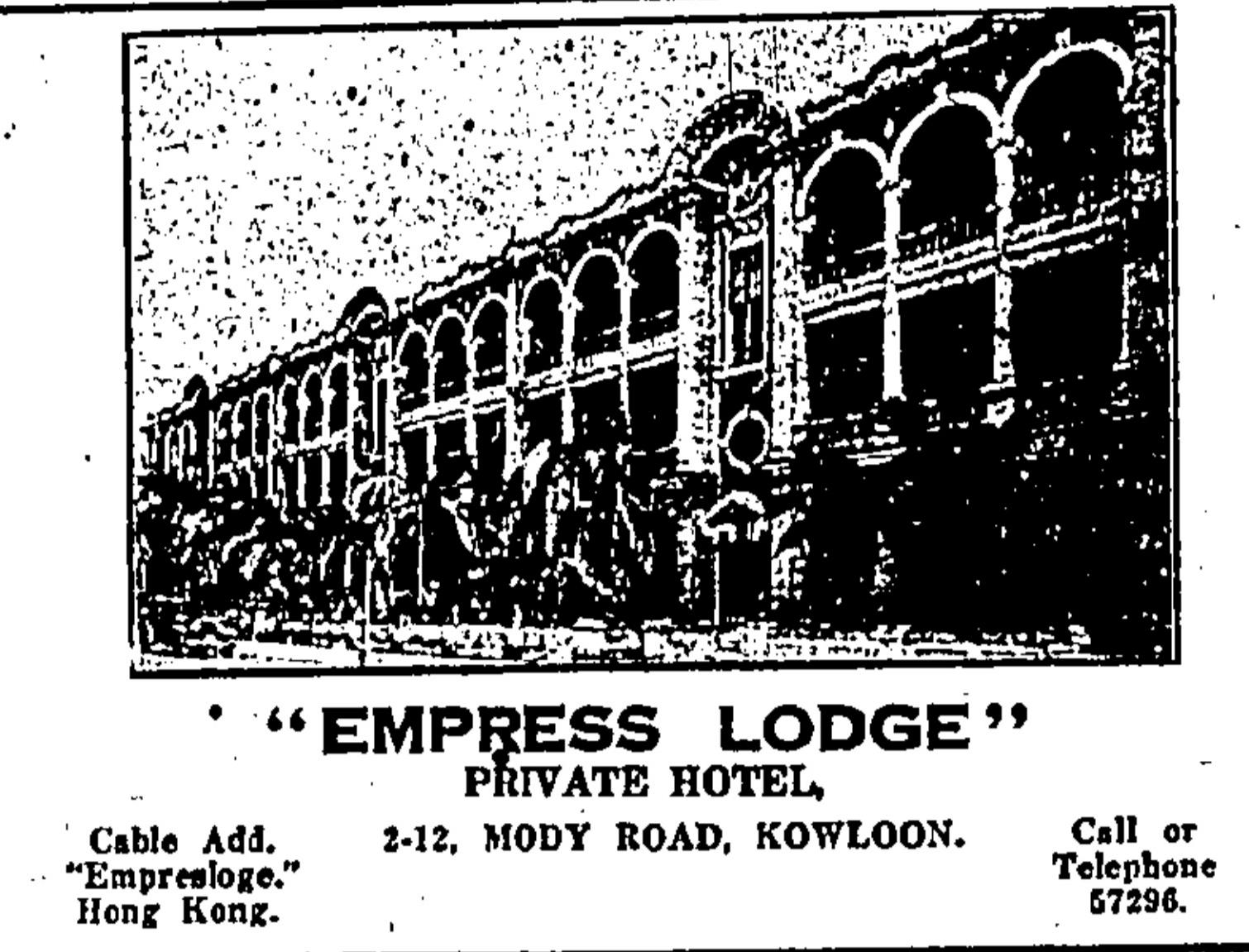
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OPEN GOLFING TITLES.

Retirement of Wizard Leaves Open Field.

BRITISH HOPES.

A certain glamour will be lost to our championships by the withdrawal of Bobby Jones from competitive golf, writes C. B. MacFarlane in the Evening News. His retirement, however, throws the championships open more than they have been for some years, and our own players now stand a better chance of keeping our titles in this country.

Jones won our Amateur Open title at St. Andrews last May, when he put out Cyril Tolley in the nineteenth hole and defeated Roger Weathered in the final.

Wonderful Tolley.

No one of our golfers played so finely against Jones as Tolley, and I shall always hold the opinion that Jones was very lucky to win. His second shot to the Road hole struck into a mass of spectators, which stopped the ball from going into the dreaded road and enabled him to snatch a half hole in four. The match was then all square.

No one was more disappointed than Tolley when he came up and saw his opponent's ball lying safe some 20 yards from the flag-stick. I saw the shot and the ball coming at us, but the gallery was so dense that it was impossible to move so many people quickly enough.

Bobby Jones held the opinion that the ball would not have run into the road, but the ball pitched a few yards from me when it was going quite fast.

Lucky Rubs.

Still, these lucky rubs of the championships nowadays when the green are part and parcel of golf links are crowded by thousands of spectators, all of whom are anxious to see each stroke, and especially the putting.

I would never watch putting as a spectator, for it often proves a dull business and does not give me the same thrill as watching the flight of the ball off a long iron shot, or the joy of a delicate approach and loft on to that part of the green which will aid the ball to lie dead at the holeside.

This is the first game that Capablanca has ever lost in a tournament in England. Sultan Khan up to now is the only player at Hastings to win all his games.—Reuter.

'FLU' ATTACKS M.C.C. CRICKETERS.

Seven of the Team Were Affected.

HAMMOND RETIRES.

A remarkable situation arose during the match between the M.C.C. team and Rhodesia at Bulawayo, according to cables to the Indian papers, an epidemic of mild influenza claiming half a dozen victims among the members of the English team, which prevented Chapman from declaring while the Englishmen were batting a second time as half his team would have been unable to field. Hendren, Hammond, Sandham, Allom, Duckworth and Goddard were all affected. Hammond had to retire after making 49, having had injections in both arms, and Allom retired and went to bed. Chapman himself was also affected.

Leyley All-right.

The match was drawn, batting first the M.C.C. made 278 (Wyatt 78, Tomlinson five for 106) and Rhodesia lost one wicket without scoring on the first day. Good batting by Hayward (95) and Symington (60) helped to take their total to 248 on the second day, Peebles taking four wickets for 57 runs. M.C.C. lost one wicket in scoring 4 but recovered well on the third day, their innings realising 322, (Leyland 169).

Bob Jones held the opinion that the ball would not have run into the road, but the ball pitched a few yards from me when it was going quite fast.

CAPABLANCA LOSES SURPRISE IN HASTINGS CHESS TOURNAMENT.

LONDON EXCHANGES

Rugby: Yesterday.

Paris 123.64½

New York 4.85½

Brussels 34.76½

Geneva 25.04½

Amsterdam 12.06

Milan 92.72½

Berlin 20.38½

Stockholm 18.13

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Oslo 18.16

Vienna 34.47½

Prague 163¾

Helsingfors 193

Madrid 46.20

Lisbon 108.25

Athens 375

Bucharest 818

Rio 4 9/16

Buenos Aires 35¾

Montevideo 35¾

Bombay 1 5/4

Shanghai 1 4/4

Hong Kong 1/1

Yokohama 2/0 1/2

Silver Spot 14 7/16

Silver Forward 14¾

—British Wireless Service.

London, Yesterday.

Paris 123.64½

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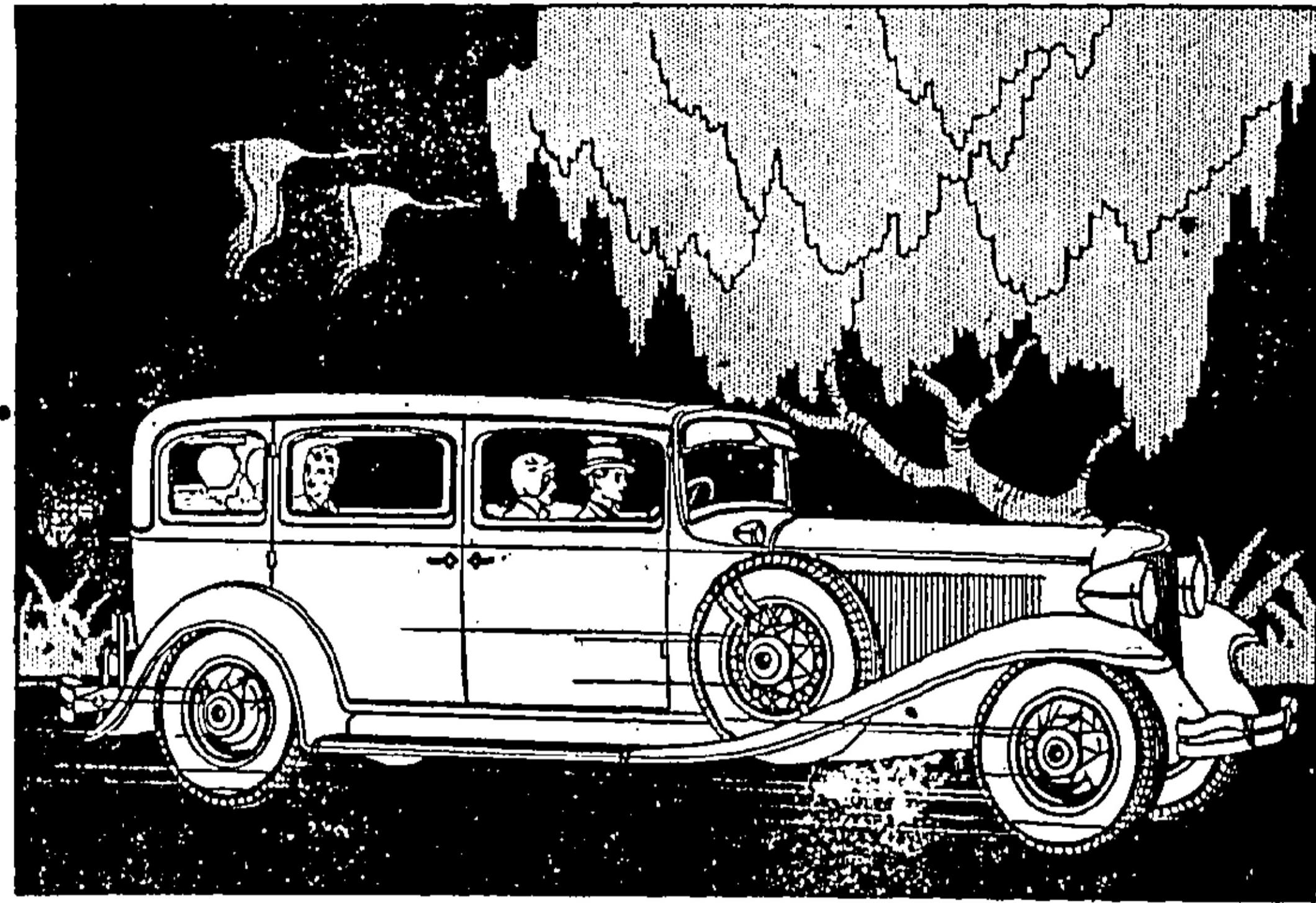
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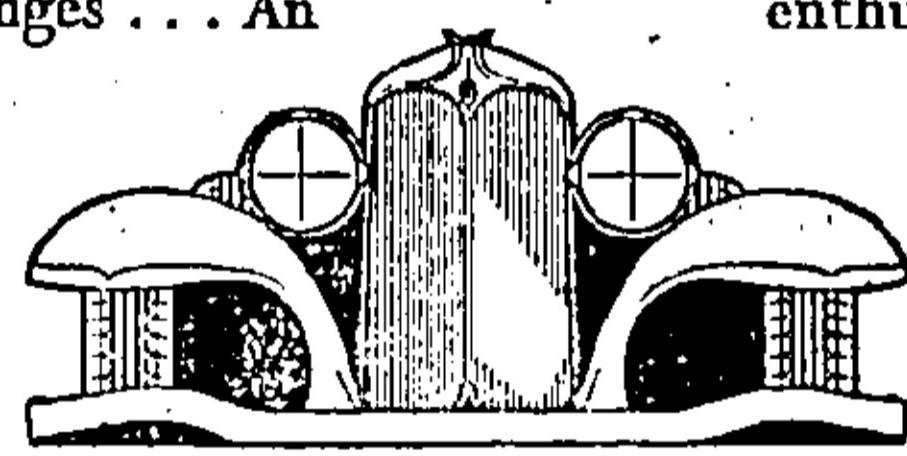
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The Detroit and Canada Tunnel.

New York, Nov. 10.

The Detroit and Canada Tunnel, connecting Detroit and Windsor, Ontario, is the first vehicular subway ever built between two nations. Two others are in use in the United States—the Holland Tunnel in New York and the George A. Posse Tunnel, connecting Oakland and Alameda, California.

The Detroit and Canada Tunnel is approximately a mile long from portal to portal. The American portal is but a few hundred feet from the centre of the financial and shopping districts of Detroit, while the Canadian end is located in the very heart of Windsor's rapidly expanding business centre.

The roadway in the tunnel is 22 feet wide, allowing one lane of traffic in each direction and an extra lane to spare. The estimated capacity is 1,000 vehicles an hour in each direction. The project has been under construction for two years and a half, and is costing approximately \$25,000,000.

Ventilation has been designed to keep air in the tunnel purer than air in the street outside. Disabled automobiles will be removed quickly and safely. Traffic will be regulated so that, despite a fairly high rate of speed, driving in the tunnel will be safer than surface driving in the surrounding streets.

PUDDLE JUMPING.

Some Causes of Faulty Steering.

Real economy, to say nothing of safety and comfort, is brought about when the shimmying, puddle-jumping, wobbly-wheeled automobile goes to the repair shop for front wheel tightening and alignment. Authority for this statement is Mr. Mann of Duro Garage, who as a dealer in Flat Tyres is in an excellent position to see what happens when drivers are careless.

'PLANE & CAR.'

Three Hundred Makers of History.

New York, Nov. 21.

Climaxing two days of travel, 300 buyers of Hupmobile straight eights returned to their home cities last week from Detroit. And in thousands of homes throughout the United States and Canada, real people are discussing the thrilling experiences of these same 300 participants in Hupmobile's annual Sky-Road Parade and Million Dollar Driveaway which was staged on October 29 and 30.

This event brought together the two newest means of public conveyance—the aeroplane and motor car—which transported these 300 buyers of Hupmobile cars from their homes in the West, Middle West, South and East to Detroit and back again. Following their arrival in huge transport planes, the driveway on the second day—the largest this year among cars of this type and price—sent these same new owners to their homes, exulting in the fact that they had played a major part in making aviation and automobile history.

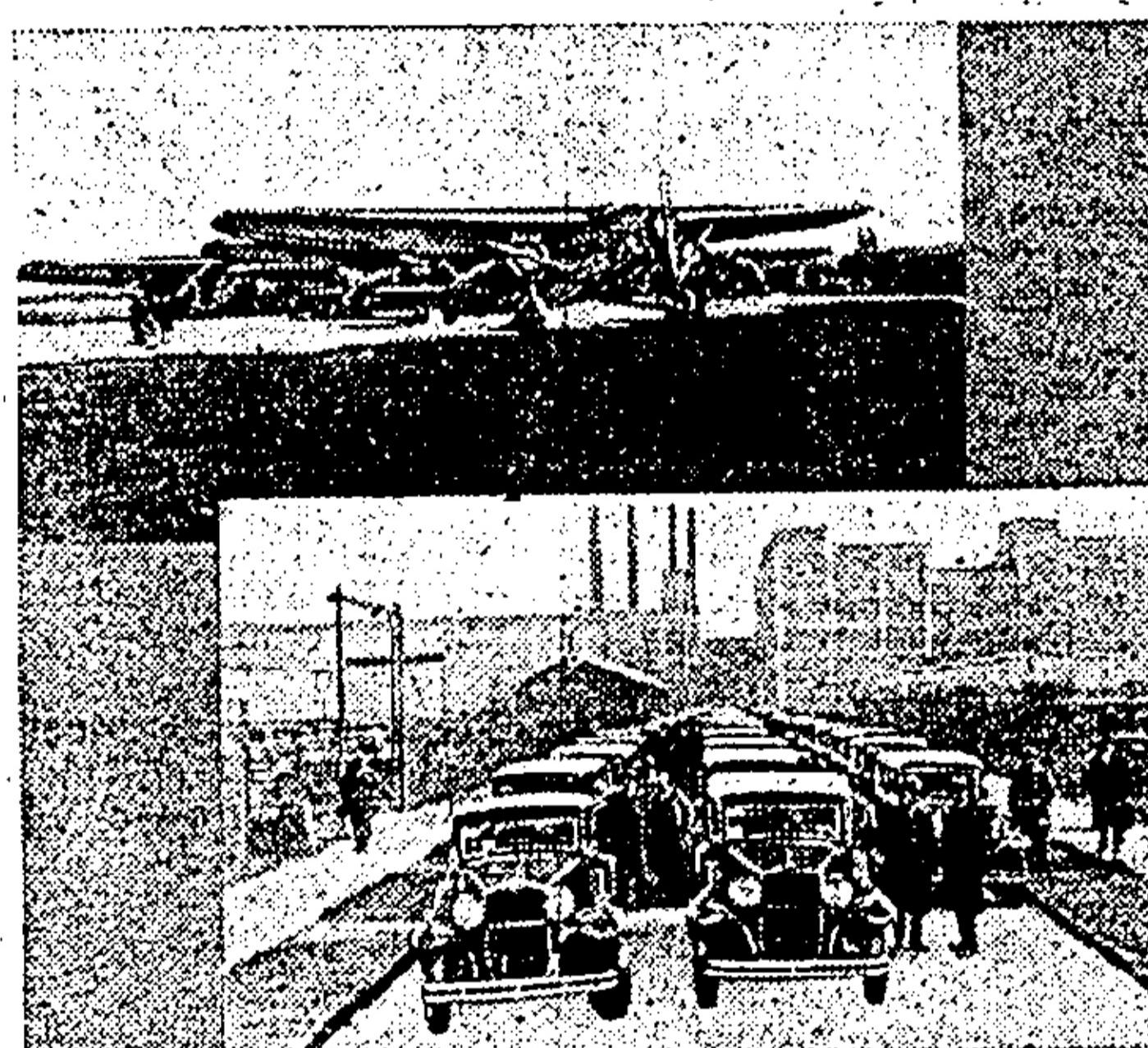
Described by Du Bois Young, president of Hupmobile, as "being not just the second annual Sky-

and 133 horsepower Models "H" and "U" in the driveway."

The First Arrival.

The actual arrival of the Sky-Road caravan from the mid-west was witnessed by hundreds of visitors to the Ford Airport. The first ship to land at the airport was the Shell Lockheed monoplane piloted by the famous Lieut. Jimmy Doolittle. Although fourth to take off from the Municipal Airport in Chicago, his speed plane delivered the party headed by George Weber, St. Louis Hupmobile distributor, to Detroit in exactly one hour and twenty-six minutes, one of the fastest marks ever made between the Windy City and Detroit by a passenger plane. Landing in rapid succession at intervals of approximately two minutes were the transport planes furnished by the National Air Transport, Curtis Publishing Company, piloted by Lieut. Gorton, well-known flyer, two from the Standard Oil Company of Indiana, the Timken Roller Bearing Company, the Fokker of the Goodyear Tyre and Rubber Company, the Ryan from the Electric Auto-lite Company, the Lockheed furnished by the Vacuum Oil Company, and the Stinson belonging to the Mobiloil Company.

In the first ship was Charles E. Gambill, president of the Gambill Motor Company, Hupmobile distri-



Road Parade but one of many to follow in each succeeding year, this year's event was important from three distinct angles.

Stimulus to Business.

First and foremost, it provided both a stimulus to general business and partial restoration of confidence on the part of every company connected directly or remotely with the big driveway. It was this feature that was most often commented upon at the informal dinner which was addressed not only by factory officials, but representatives of other companies and the city of Detroit. A message from Mayor Frank Murphy said in part: "I trust that your gathering in Detroit will be strong impetus toward stimulating general business."

Commenting on the union of air transportation with the automobile in this year's Sky-Road Parade, Clarence M. Young, assistant secretary of commerce in charge of aeronautics, said in part: "This is a most constructive innovation to demonstrate the distinct advantages of one system of transportation to the potential buyers of another, and it emphasizes beyond measure that the aeroplane and motor car are in no sense competitive, but that each serves a definite purpose in the general transportation scheme and each can well afford to take full cognizance and advantage of their common interests."

The second point established by Hupmobile's Sky-Road Parade Driveaway was that it set a new record in the annals of aviation in that more individuals were transported in a single flight of transports ships than have ever before been carried by commercial aeroplanes. This feature alone, one of the dinner speakers declared, "established beyond question the enterprise and ability of Hupmobile in doing business in the most modern fashion."

In addition to these two features, the third was that Thursday morning's driveway was the largest from Detroit to be devoted exclusively to eight cylinder cars of this price class in 1930. All of the cars in the returning cavalcade were straight eights, and every body-type produced by this manufacturer was represented. Century Eight, 160 horsepower Model "U"

butter in Chicago. It was largely through the resourcefulness and spirit of the Gambill organization, headed by Mr. Gambill, his brother Denman Gambill, and S. L. Davis, sales manager, that this year's event was made possible.

Joining the main cavalcade from the middle west over the Ford Airport were two fast passenger ships carrying several men and women buyers from Huntington, West Virginia, while A. L. Engander, head of the Cleveland distributorship bearing his name, and his party arrived just in advance of the big flight on the regular Cleveland-Detroit passenger run of the National Air Transport; J. J. Williams, Inc., Rochester, New York, distributor, created quite a sensation when two ships with the company name painted on them circled the field and landed with the other group. The plane which made the longest trip to participate in the Sky-Road Parade arrived last at about 6:30 p.m. It had started, early that morning from New Orleans, and carried F. J. Johnson, the distributor, and his party. Following the taking of movies and still pictures, the entire party, escorted by city police, was taken in special buses to a downtown hotel.

President Optimistic.

R. S. Cole, vice-president in charge of sales of the Hupp Motor Car Corporation, was the toast master at the informal dinner. He introduced Dubois Young, president of the company and chief speaker of the evening.

"There is very little about this gathering to remind us that some people believe business is in the midst of a 'slump,'" declared Mr. Young. "I am certain that we have passed through the worst of this depression, and cite as evidence of a steady upturn this unusual gathering to-night."

This is not the first Sky-Road Parade. Mr. Gambill, our Chicago distributor, and his organization originated the Sky-Road Parade a year ago last April. This event is the second of its kind. But I promise you that, because Hupmobile originated this combination of air and automobile travel, it will not be the last."

Mr. Gambill responded to an introduction and declared this adventure, for such it has been, to most of us, will long remain in our

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IN THE DESERT.

Great Performance by a Ford Car.

The glittering armies of the Crusades which swept across Asia Minor to Bagdad and Damascus 700 years ago may have found travel in the Syrian Desert a glamorous thing, but modern transportation as experienced by an archaeological expedition in the same country is something quite different, according to Leroy Waterman, head of the Mesopotamian Expedition of the University of Michigan.

After a breakfast Thursday morning, the party was transported through the resourcefulness and spirit of the Gambill organization, headed by Mr. Gambill, his brother Denman Gambill, and S. L. Davis, sales manager, that this year's event was made possible.

Joining the main cavalcade from the middle west over the Ford Airport were two fast passenger ships carrying several men and women buyers from Huntington, West Virginia, while A. L. Engander, head of the Cleveland distributorship bearing his name, and his party arrived just in advance of the big flight on the regular Cleveland-Detroit passenger run of the National Air Transport; J. J. Williams, Inc., Rochester, New York, distributor, created quite a sensation when two ships with the company name painted on them circled the field and landed with the other group. The plane which made the longest trip to participate in the Sky-Road Parade arrived last at about 6:30 p.m. It had started, early that morning from New Orleans, and carried F. J. Johnson, the distributor, and his party. Following the taking of movies and still pictures, the entire party, escorted by city police, was taken in special buses to a downtown hotel.

Unable to remain in Detroit to escort the driveway on its way across Michigan as was originally planned, the Goodyear blimp which sailed majestically over the city during the dinner on Wednesday evening departed early Thursday morning for its home hangar in Akron.

DON'T!

When Not to Ask A Policeman.

It is good to see, says The Light Car and Cyclecar, that the chief constable of West Sussex is attempting to lessen, if possible, the amount of interference from which point-duty constables at important centres suffer as the result of both motorists and pedestrians using them as a kind of information bureau and thereby not only taking the men's minds off their duty, but often seriously inconveniencing other road traffic whilst queries are put and answered.

It would, of course, be a pity if one of our greatest national slogans, "Ask a Policeman," were to go by the board, but a constable on point duty has a special job to perform—to direct traffic and he cannot get on with his job if he is being constantly pestered by people who could obtain the information they require just as easily from other sources.

POLISHING ALUMINUM.

Aluminum may be restored to its original sheen quickly and easily by using the following preparation:

Mix metal polish, eucalyptus, and whitewash in the proportions of six, two, and one respectively. This solution acts very quickly on aluminum, and will give it a mirror-like finish that is otherwise hard to get without the use of a power buffing machine.

We used the car in the service of the Michigan Mesopotamia Archaeological Expedition from September to the end of January and then drove it across the Syrian desert 534 miles from Bagdad to Damascus in 23 hours, with four people in the car, without mishap.

There is no car that could have been secured for us that could equal the new Ford for use in Iraq. Its light weight, coupled with its power and dependability, and the fact that Ford service is always in reach, make it a car without a rival in that region.

SKIDDING.

Experiments with Model Motor.

THE CONCLUSIVE.

The results of part of the research work which is being carried out at the National Physical Laboratory on behalf of the Ministry of Transport are contained in two papers which have been written for the Institution of Automobile Engineers. The subject is skidding. The first paper is concerned with the influence of the design of the vehicle upon its behaviour through the locking of a wheel or wheels by severe braking; the second deals with experiments devised to show the transverse force required to cause sideslip when a wheel rolls over various kinds of road surface.

These papers will be read in London, and will undoubtedly provoke acute controversy in the ensuing discussion.

The subject is one of such extreme importance to all motorists, remarks The Motor, that we have studied the papers with considerable care. The experiments on which the first is based were made with a small model, devoid of springs and fitted with solid tyres, on a concrete surface giving good adhesion. The authors optimistically predict that the results will be found applicable to full-scale vehicles; this is open to question, but arguments are rendered unnecessary by the fact that the results reveal nothing that has not been known by engineers for many years.

We are tempted to question the utility of a Government research into the design of vehicles from the standpoint of skidding when it is common knowledge that modern automobiles have advanced to such a stage that safety is ensured except on those surfaces which provide altogether inadequate adhesion.

HAND SIGNALS.

Many motorists appear to overlook the fact that the sole purpose of hand signals is to indicate to others their own intention, and that the driving of other cars behind is no concern of theirs, whatsoever. The only signals really called for are those which indicate that the driver is going to do something which may not be expected by those who are following. In other words, the only signal which appears to be really needed is to hold out the hand in the proper manner (not just dangle the hand over the side of the car or out the window) when it is intended to pull out to the right, either with the object of passing something or turning down a side road. There is quite a large number of motorists who respond to the sound of the horn by a sweep of the hand. This in itself is a laudable action as an indication that the warning has been heard; but how much better would be to keep the hand on the steering wheel and pull to the left so as to give room to the other car to pass. Theoretically a driver is supposed to move his hand up and down when traffic in front compels him to slow down, and to hold his hand up when forced to stop. If all drivers would realize that the object of hand signals is to indicate their own intentions, and give these signals correctly the handling of their cars, as well as general safety, would be improved.

AN EMANCIPATOR.

Praise for Commercial Motor.

It is customary to regard every new development of industry as being beneficial to the commercial motor, inasmuch as it provides additional scope for its use. That is perfectly true, and is a legitimate way of looking at the matter. It is, however, even more correct to state that it is the commercial motor, in the service it offers, which has made those developments possible. Without its aid, the mobility it affords and the emancipation from railway dominance which it confers, they would be impossible.

Take one such phase—the present tendency to move factories from congested areas into rural districts. Were it not for the motor vehicle this decentralisation of manufacturers' establishments would not be possible, states The Commercial Motor, for quite apart from the provision of transport for the products of the factory, there is the conveyance of the workpeople to be considered. It is one thing to plan a new and modern factory in a country district and to equip it with modern machinery. It is quite another to persuade several thousands of townbred and town-living workpeople to come to that factory, and it would indeed be impossible but for the enterprise of coach owners and bus proprietors.

At every turn and in every way, therefore, the commercial motor serves the ends of industry and pleasure alike. Its usefulness is augmented rather than diminished when, as time goes on, housing estates spring up around the factory, forming yet another township, with all its needs: food, clothing, heating and other necessities, conveniences and luxuries of modern life, every one of which involves fetching and carrying in some way or another.

CAR WHISTLES FOR ATTENTION.

It is doubtful if anything more surprising can be found than a car which whistles to its owner when it requires attention!

Such a car, however, already exists in the form of the new Rover "Light-Twenty" and "Meteor." Even with the science of motor car manufacture as it is to-day, the car has yet to be made to give audible indication when it is time to fill up with petrol and oil, but these new Rovers can—and do—whistle when the mixture is likely to become rich.

The phenomenon is easily explained. The air is filtered through "steel wool" and when this becomes choked with impurities—which the very existence of the filter have prevented from reaching the interior of the engine—the mixture naturally becomes rich. On many cars this passes unnoticed for days—perhaps weeks or months—and heavier petrol consumption results.

But on these Rovers a small whistle is incorporated in the air cleaner and the moment there is the slightest restriction in the main supply, the whistle comes into operation. The owner can then wash out the steel wool and the filter is good for many more thousands of miles.

It is seldom, of course, that such attention is required, but the fact that this whistle is fitted shows the lengths to which manufacturers of high grade cars to-day will go to ensure economical and trouble-free running.

NEW TRAFFIC LAWS.

Points for Motor Cyclists to Remember.

London, Nov. 29, 1930. On Monday next, December 1, most of the first part of the Road Traffic Act will come into force. History will be made that day. It will mark the beginning of a new era of traffic regulation in this country. We need hardly stress the fact that it is of the utmost importance to every motorcyclist to know, on Monday morning, exactly what the law requires of him. Ignorance of the new regulations will not avail as an excuse for their infringement.

In the current issue of Motor Cycling there is a lengthy digest of the new laws affecting motorcyclists. Glancing at the provisions that will take effect next week, the most important, from the point of view of the average rider, strike us as being those relating to dangerous and careless driving. It must be realised that for the former extremely severe penalties will be exacted in the future, whilst the latter becomes for the first time a specific offence. On the other hand owing to the widespread misapprehension on the subject, it cannot be emphasised too strongly that the speed limit has not yet been removed and that it still remains in force.

Its continuance until January 1 has been considered desirable by the authorities to allow further time for the police to equip themselves with motor-cycles—for "speed cops" to come into being in substantial numbers.

Motor Cycling welcomes the organisation of this specialised force. If one has to be charged for an offence under the Road Traffic Act it will be far better to be charged by a man who is himself a motorcyclist than by possibly bucolic village hobby with no knowledge of the superb control which one has of a modern machine and consequently with no ability to decide as to what is dangerous driving and what is not.

A proper seat for a million passenger becomes obligatory on solo machines, if a passenger is to be carried, and driving licences will not in future be issued to buyers under 16, although riders under that age, who have had six months' experience on the road, will be allowed to continue motorcycling. The physical fitness qualifications for holding driving licences, over which such a scene has been worked up in a certain section of the Press, do not seem likely to deprive from the road any motorcyclist who can ride with safety.

These are some points which should be kept in mind.— Applicants for driving licences must sign a declaration of physical fitness.

The minimum age at which a licence to drive a motorcycle can be obtained is raised to 16.

The new offence of "careless driving" has been created.

A ban has been placed on riding "off the road."

Speed trials and races are specifically prohibited.

Tampering with vehicles and "joy riding" are made offences.

Pillion riding may be undertaken only with proper pillion equipment.

In addition, it should be particularly noted that:

The speed limit is not yet abolished.

Third party insurance is not yet compulsory.

THIRD PARTY RISKS.

Motorists Forced to Insure.

The part of the Road Traffic Act, 1930, relating to the provision to be made against third party risks arising out of the use of motor vehicles, will come into force in Great Britain. As from January 1, 1931, it will be an offence for any person to drive a motor vehicle on a road unless he is covered against the third party risks specified in the Act.

The Minister of Transport, in issuing the draft regulations, pointed out that in the case of the ordinary motorist this cover will usually take the form of a policy of insurance. As evidence of compliance with the Act, the motorist when driving will need to have in his possession a certificate of insurance which will be supplied by the insurers and which must be produced to a police constable on demand, or, in the event of an accident involving a third party, either to a police constable or to any person who has reasonable grounds for requiring to see it. Evidence of compliance with this part of the Act will have to be produced when a Road Fund licence is applied for, so that motorists when applying either to a licensing authority or to a post office for their Road Fund licences for 1931 will at the same time have to produce their certificate of insurance.

The Minister is informed that the insurance companies and underwriters have in hand the preparation of the necessary certificates in connection with all insured vehicles, and that these certificates will be forwarded to policy-holders without application as soon as possible before the close of the year.

Additional Cover.

In all cases where the existing policy does not give all the cover required by the Act by reason of a limitation of liability in respect of injury to third parties the necessary additional cover will have to be arranged for. It will be of assistance to insurance companies and underwriters if, for the present, policy-holders will refrain from approaching them in respect of specific insurance policies.

In the case of employed drivers the necessary cover will normally be obtained by the employer, as the Act provides that no person may cause or permit another to drive unless when so driving he has the necessary cover against third party risks.

The Act provides alternatives to insurance in the case of persons or organisations which have substantial financial resources and are in a position either to deposit £15,000 with the Accountant-General of the Supreme Court or to obtain a "security" given by a company or body of persons authorised to do so by the Act guaranteeing to meet any default in the satisfaction of third party claims.

Appropriate certificates are provided for in the Act and in the Draft Regulations made therewith in these cases, and also in the case of the local and police authorities who are not required by the Act to be covered against third party risks.

The Minister of Transport has published notice of his intention to make regulations under Part II of the Act, and copies of the draft regulations can be obtained by any public or representative body on application to the Roads Department of the Ministry of Transport. This part of the Act does not apply to invalid carriages or to trams.

BRITISH COMMERCIAL MOTORS.

Examination of the Motor Registration figures for the first six months of 1930 reveals the fact that in the market for "quality" commercial motors the well-known Scottish built Albions topped the list with a figure more than 10 per cent higher than their nearest competitor (also, incidentally, a British manufacturer).

Albions have been doing good business, with many well-known firms, among whom may be mentioned the Shell Co. of Australia Ltd., Messrs. W. D. & H. O. Wills (Australia) Ltd., Messrs. Wm Arnott Ltd., Bakers of Sydney, and Messrs. Tooth & Co. Ltd., the well-known Sydney Brewers. The Melbourne Firms Brigade have also been purchasing a number of machines of this popular make.

BACKFIRING.

Alarm is sometimes experienced by those who are driving their first car, to find that when taking their foot off the accelerator pedal, while driving along a level road, and especially down hill, to hear a series of loud explosions occur in the muffler, known as backfiring; and there are probably very few car owners who really know the cause, and may imagine that their



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BUICK.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.

CADILLAC.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

FIAT MOTOR CAR.—A Goeke & Co., China Bldg., 7th floor. Tel. 22221.

MARQUETTE.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.

MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

OLDSMOBILE.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.

ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

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WILLYS-KNIGHT & WHIPPET MOTOR CARS.—Gilmour & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

OUTBOARD MOTORS.—Rudolf Wolff & Kew, 64 Queen's Road C. Tel. 22178.

MOTOR TRUCKS AND TRACTORS.

CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

G.M.C.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.

DODGE.—South China Motor Car Co., 33, Des Voeux Road. C. Tel. 25644.

MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

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MOTOR CYCLES.

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NORTON.—The Sincere Co., Ltd., Des Voeux Road C. Tel. 27767.

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GARGOYLE MOBIL-OIL.—Vacuum Oil Company, King's Bldg.

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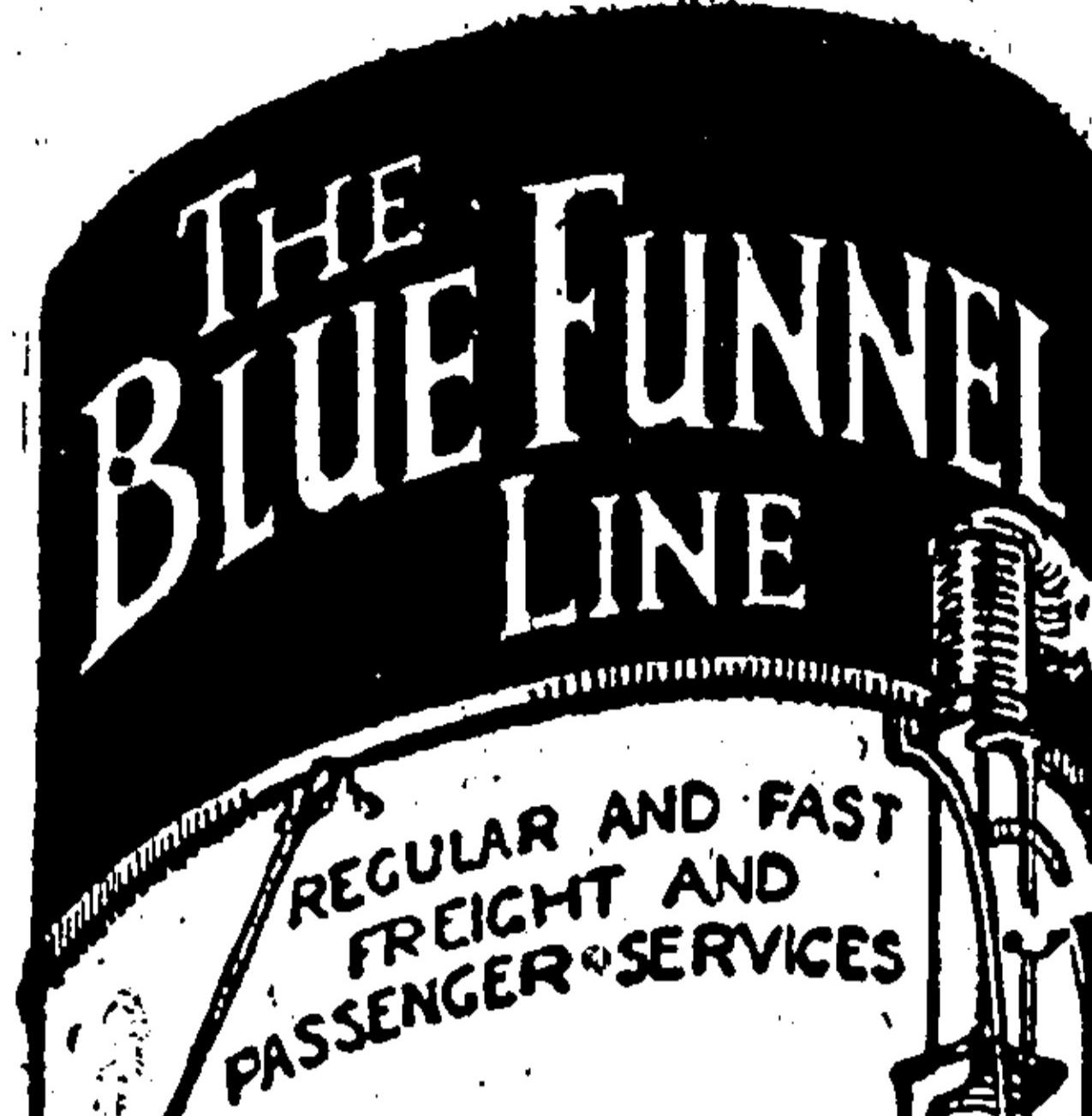
The China Mail

Friday, January 2, 1931.
Eleventh Moon, 14th Day.

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1845

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中華民國庚午年拾壹月十號

HONG KONG, FRIDAY, JANUARY 2, 1931.



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"ARPEDON" 21st Jan. For M'les, London, R'dam and Glasgow
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"MENTOR" 20th Jan. For Genoa, Havre, Liverpool and Glasgow
"LAOMEDON" 1st Feb. For Havre, Liverpool and Glasgow

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NEW YEAR'S HONOURS.

(Continued from Page 7.)

7; Fellow of King's College Cambridge, 1901; Dean, 1907; travelled in the Andes of Bolivia and Peru, 1908; Capt. D.G.R. & E. Publications: botanical papers in scientific journals; Memoir of Canon H. N. Elcombe.

HEWLETT, William Meyrick, C.M.G. 1915; H.M. Consul at Amoy; a. late William Oxenham Hewlett; m. 1906, Eveleen Macdonald Nash; two s. one d. Educ.: Harrow. Student Interpreter in China, 1898; served Defence of the Legations at Peking, 1900 (Chinese Medal and clasp); Acting Consul at Changsha, 1908, 1909, 1910; Ichang, 1911, 1912, 1913, 1914, 1915, 1916; Acting Consul-General at Tientsin, 1913; at Chengtu, 1916-22; Local rank Consul-General; Acting Consul at Newchwang, 1913, 1914; Shanghai, 1914; Consul at Amoy, 1923-24.

C.M.G.

LORNIE, Mr. James, British Resident of Selangor, Federated Malay States;

WHITE, Mr. Oswald, Consul-General of Seoul. Grand Cross of St. Michael. THE TUNKU MUHAMMAD OF NEGRI-SEMBILAN, Federated May States.

K.B.

ELPHINSTONE, Lancelot Henry, Attorney-General of Ceylon since 1924; b. September 2 1879; y. d. of Sir Howard Elphinstone, 3rd Bart.; m. 1913, Jane Edith, y. d. of R. Jarvis Jamieson, Edinburgh. Educ.: Eton; Trinity College, Cambridge, M.A. Barrister; Attorney-General of British Honduras, 1913; Solicitor-General of Trinidad, 1919; Attorney-General of Tanganyika Territory, 1921.

HORNELL, William Woodward, C.I.E. 1918; Vice-Chancellor, University of Hong Kong, 'since 1924; 2nd s. of late Robt. Hornell, Barrister-at-law, Inner Temple, and Elizabeth Brooking Cornish; b. September 18 1878; unmarried.

HOLT, Air Commodore Felton Vesey, C.M.G., to be Air Vice Marshal.

[Formerly commanding Central Flying School, Up-Avon; Aero-

nautical Adviser to the Chinese

Government, 1920-22; b. February 23 1886; 3rd s. of late Sir

Vesey Holt, K.B.E., Mount Mascul; Bexley; m. 1926, Marion Edith, o. d. of James Henry Dugdale, Cadogan Gardens and Rowney Priory, Hertfordshire. Educ.: Eton; Sandhurst. Entered Army, 1905; Captain, 1924; Acting Brig.-General, April 1918-1919; Air Commodore, 1926; served European War, 1914-19 (despatches, D.S.O., R. Major for engaging single-handed a group of twelve German aeroplanes which were attacking the town of Dunkirk); also despatches for defence of London during air raids.]

Royal Navy Promotions.

The following promotions have been made to date:- Commanders to Captains: G. W. T. Roberts, M. W. S. Bougier, H. B. Rawlings, H. R. Marrick, K. H. L. Mackenzie, R. L. Burnett, D. A. Budgen, W. T. Makig-Jones, F. C. Bradley, H. E. Horan.

Lieut.-Commanders to Commanders: H. D. Owen, P. F. P. Wood, W. O. Scrymgour-Wedderburn, J. T. Barrett, S. N. Blackburn, T. H. Back, T. M. Smith, R. D. Wilmet-Sitwell, C. M. Buttlin, P. F. Cooper, Q. D. Graham, R. L. B. Culliffe, A. H. Maxwell-Hyslop, E. D. Brooke, C. A. Kershaw, J. C. Annesley, A. F. De Sallis, W. R. Slatyer, G. A. B. Hawkins, R. F. B. Swinley, H. P. K. Oram, F. J. Wylie, M. J. Mansergh, F. R. Garside, A. M. Williams.

Engr. Comdr. to Engr. Captas: T. H. Warde, J. Ashton, R. C. Hugill, H. W. Wildish.

Lieut. Comdr. (E) to Cdras (E): L. J. Goudy, H. J. B. Moore, H. S. Harrison, W. D. Brown.

Engr. Lt./Cdr. to Engr. Comdras: I. McIvor, C. E. Lowe, S. G. West, D. P. O'Dwyer.

Paymaster Comdr. to Pay Capts: C. S. Johnson, J. L. Syson.

Royal Marines.

Royal Marines Promotions. Major to be Brevet Lieut. Colonel (I) T. L. Hunton.

Captain to be Brevet Major (I): G. E. Wildman-Lushington.

The following promotion has been announced by the Commonwealth Naval Board.....

Commander to Captain: C. Farquhar-Smith.

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